JFK Jr. Disappearance and Missing Radar Images

7/18/1999

John Quinn (newshawk@iname.com)

Regarding the disappearance of John F. Kennedy's plane and all passengers: weather radar images, which have proven useful a number of times in spotting anomalous electromagnetic/radio frequency phenomena, are missing from the archives for the eastern Long Island/Martha's Vineyard area during two critical hours during which JFK Jr.'s plane apparently crashed/disappeared. This is significant due to that fact that Kennedy's plane was most likely taken down intentionally by a hostile action, most likely using an exotic weapons system. We have noted that a particle beam weapons system is in place at the New World Order's secret underground base beneath Montauk Point, RIGHT NEAR where the plane was last caught on radar, going down.

John Quinn/NewsHawk Inc.

JFK Jr. Disappearance: More Inconsistencies and Loose Ends

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News reports have mentioned that some people saw and heard an explosion in the air over the ocean south of Martha's Vineyard towards eastern Long Island, during the period of time John F. Kennedy's plane apparently "went missing".

An earlier report from about 3 PM on Saturday by Shephard Smith of FOX-TV named one of these witnesses--in fact a guest at the scheduled wedding JFK. Jr. was due to attend AND a friend of Smith's producer at Fox.

In later reports Smith no longer named this witness and referred to such accounts as "unconfirmed", which is how the rest of the media is referring to them. Don't expect these reports of an explosion over the ocean to ever be confirmed either, by the Clinton/NWO bunch. No doubt JFK Jr. was taken out.

It certainly doesn't sound as though Kennedy's plane had any standard mechanical problems--as such usually don't result in the plane igniting into a fireball visible and audible miles away!

We've received word that Kennedy had been in fact nosing around several lingering conspiracies; having just published an article in *George* about the Rabin assassination in Israel and about to put together an article on the attempted assassination of George Wallace in the U.S., and the socio-political forces behind the Wallace hit.

There is also an angle here of power struggles between varying families, bloodlines and factions thereof. Of course JFK Jr.'s bloodline is well-known. Indications are the Kennedys are in fact related to the Camerons--a family which has shown up repeatedly in secret society/ brotherhood circles tied to world power elements.

What is of interest here is the parents of JFK Jr.'s wife. Virtually nothing is known publicly of her father; she had been raised only by her mother. This issue could be a significant factor, especially in light of the obsession the Masons/NWO/Monarchists/Clintonistas have with bloodlines and such. There has also been some speculation Carolyn was pregnant. Shades of Princess Diana--another murdered victim of this bunch of cutthroats!

Furthermore, this tragedy occurred but one day from the 30th anniversary of the Chappaquidick incident involving Ted Kennedy. There have been strong indications for many years that incident was set up to neutralize Ted Kennedy as any kind of force to be reckoned with politically: due to the disgrace and so forth resulting from the Chappaquidick incident. It seems Mary Jo Kopechne's life was sacrificed by these murdering swine to keep Ted in line.

This aspect regarding the Chappaquidick incident should not be overlooked in regard to the latest Kennedy tragedy, knowing the proclivity of the New World Order satanists for enacting evens laden with symbolism, hidden meanings, subliminal messages, and bizarre, cultish ritualism.

Messages within messages.

Add to this package the missing weather radar tapes from late Friday night and early Saturday morning for this region and you have the overwhelming stench of a political assassination rising from the waters.

HARD EVIDENCE OF CONSPIRACY, COVER-UP IN JFK Jr. DEATH

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A plethora of facts, testimony, circumstantial evidence and common sense as well as certain material evidence has shown consistently that the deaths of John F. Kennedy Jr., wife Carolyn Bessette and sister-in-law Lauren Bessette and the destruction (by some means or other) of the Piper Saratoga aircraft the three were flying in were very likely not "accidental" events .

One of the PRIMARY indications the plane's destruction and the passengers' deaths were NOT the result of some "accident" is a radio contact made by pilot JFK Jr. to the Martha's Vineyard Airport flight control tower at 9:39 PM, July 16, 1999.

The timing and content of this radio contact, as well as the tone of Kennedy's conversation, invalidate to an overwhelming extent the prevailing, "officially-sanctioned" accounts of the event promulgated by the federal government through mass media outlets.

THAT OLD "OFFICIAL" STORY

Now: let's go over this "official" "account". Federal government agencies such as the NTSB and the FAA put forth (at least publicly) the following scenario regarding the last 10 minutes or so of the flight.

According to them, radar records show Kennedy was changing altitude and direction somewhat erratically and rapidly in the minutes preceding the craft's destruction.

The implication here is that these radar records clearly indicate Kennedy's much-ballyhooed "inexperience" as a pilot combined with highly "unfavorable" weather/visibility conditions had resulted in Kennedy being in marginal control of the aircraft for some minutes before the plane was destroyed; that he eventually completely lost control and the aircraft plunged headlong into the sea in a "death spiral".

And at what time, according to these official accounts, did radar returns show the plane was destroyed? Try just after NINE THIRTY-NINE PM.

RADIO CONTACT MADE

A NewsHawk associate has now obtained solid evidence that JFK Jr. DID in fact make radio contact with flight controllers at NINE THIRTY-NINE PM July 16.

What's even more important however, is that our associate also obtained IRREFUTABLE proof that the reported fact of this radio contact was deliberately removed from archived tape transcripts of WCVB-TV Channel 5's broadcast of July 17, 1999, during which -- at approximately 12:35 PM -- U.S. Coast Guard Petty Officer Todd Burgun reported to WCVB the fact of JFK Jr.'s radio contact the night before.

By later in the evening on July 17 this vital information was being actively covered up by WCVB and some other mass media outlets, as it has been in all subsequent government and mass media reports.

BROADCAST TAPE CUT!

There is now PROOF that this tremendously important fact of JFK Jr.'s 9:39 PM radio contact was without doubt DELIBERATELY and literally "covered up": hours of time on the tape archive of WCVB's July 17 broadcast, during which information on Kennedy's radio contact was continually reported, have been intentionally cut.

The record has in fact been FALSIFIED.

We will discuss this extraordinarily significant issue momentarily.

Now of course there is some infinitesimally small chance that, seconds after Kennedy completed his radio call, either there was a catastrophic mechanical failure of some kind or JFK Jr. somehow completely and instantly lost control of the plane: one or the other possibility (or both) causing the crash.

Nevertheless: the timing, content and tone of this radio communication leaves the hypothesis that "pilot error" caused the crash -- as drummed unceasingly into the minds of public through endless mass media regurgitation of such claims by government officials and agencies--virtually devoid of any credibility whatsoever: and if WHATEVER caused the crash were TRULY "accidental", then WHY has the fact that Kennedy made the call been completely covered up and lied about?

This proof that information on Kennedy's verified radio contact with flight controllers at 9:39 PM July 16, as reported to WCVB-TV by Petty Officer Todd Burgun of the Coast Guard, was subsequently expunged and deleted from ALL government AND media accounts of the tragedy and indeed specifically DENIED by all relevant agencies is beyond any reasonable doubt TOTALLY suspicious!

If the destruction of the plane and deaths of all passengers was "accidental" there is absolutely no reason for COVERING UP the fact of the 9:39 PM radio contact.
"Well, wait," you say. "Covered up? Lied about?"
Exactly how can we "prove" such a cover-up DID occur regarding this radio contact? How can we "prove" that what was indeed initially reported as ROCK-SOLID fact was within a matter of hours completely expunged from all official accounts and denied by many persons and agencies directly involved?
We will explain precisely how this can be PROVED forthwith.
Now course, a reasonable person can easily begin to see there's something just a LITTLE bit wrong with this "official" picture by now. But don't go away. The picture gets even worse.

FAA SPECIALIST -- WEATHER CONDITIONS "JUST FINE", PREVAILING ACCOUNTS ON CAUSE OF CRASH "GARBAGE"

Let's get back for a moment to those "official" claims mass media has bombarded us with over and over again -- that weather/visibility conditions in the Martha's Vineyard region were lousy.
In FACT, FAA Flight Specialist Edward Meyer of LaGuardia Airport in Queens N.Y., tapped by FAA administrator Jane Garvey to prepare the FAA's OFFICIAL report of weather conditions when Kennedy's plane was destroyed, stated in the report that visibility in the region was AT LEAST very good on the evening of July 16.
Meyer himself became SO distressed by endless spewing of erroneous disinformation about these weather conditions by government agencies and mass media, he took the unprecedented step of issuing a public statement ON HIS OWN--which THOROUGHLY SLAMMED this onslaught of disinformational noise as complete, total NONSENSE, utterly unsupported by the FACTS.
To quote from Meyer's personal statement as released to mass media: "The weather along his flight was just fine. A little haze over eastern Connecticut.
"I don't know why the airplane crashed, but what I heard on the media was NOTHING BUT GARBAGE."
Thanks for standing up for the TRUTH, Mr. Meyer and God bless you.
Weather radar data for July 16, although strangely unavailable for the exact time when the plane was destroyed, DOES show that atmospheric moisture, "haze", etc. were quite minimal around Martha's Vineyard both before and after the plane's destruction, in contrast to conditions further west, closer to the NYC metropolitan area.
Okay. We can forget about poor weather/visibility conditions contributing to the plane's destruction by "pilot error" and such.
Next, let's take a look at claims Kennedy was in fact seriously under-qualified to be flying at all under such conditions, even though we have just PROVEN weather conditions at Martha's Vineyard were in fact QUITE GOOD.

PILOT QUALIFICATIONS -- 700+ HOURS FLIGHT TIME, INSTRUMENT FLIGHT TRAINED

Various disinformational sources have claimed that Kennedy had anywhere from under 100 to at most perhaps 200-300 hours of flight experience at the time of his death. Other almost laughable disinformation issued forth from spooks, intelligence agents and dupes of various stripes and nationalities, who spewed static about Kennedy's recklessness and foolhardiness, culminating in claims that Kennedy possessed some kind of "risk-taking" genes never before heard of in the history of science. And on and on. You get the picture.
What's the REAL truth about Kennedy's qualifications as a pilot? How about this.
Every personal flight instructor JFK Jr. EVER had stated that the man was an EXCEPTIONALLY cautious, prudent and careful pilot, absolutely NOT given to recklessness or "risk-taking' of any kind in any way shape or form while flying. Our many previous articles on this tragedy identify and quote a number of these individuals.
However, most significant regarding this issue are statements from John McColgan, Kennedy's federal licensing instructor in Vero Beach, Florida.
McColgan stated that Kennedy's flight experience dates back SEVENTEEN years; to 1981. He also reported Kennedy had over 700 hours total flight time; that Kennedy had completed his written test for instrument flight rating AND indeed had completed his training for the in-flight instrument rating test only several months before his death. Kennedy just hadn't taken the in-flight test.
McColgan noted that Kennedy WAS basically qualified to fly on instruments alone (NOT that he would have even NEEDED to around 9:39 PM July 16, 1999 near Martha's Vineyard), and furthermore called Kennedy an EXCELLENT PILOT.
SO, we can now forget about claims that Kennedy was an inexperienced, under-qualified, reckless, "risk-taking pilot.

THE CRITICAL 9:39 PM RADIO CONTACT

NOW, let's look at what was going on in the air over the water near the southwest part of Martha's Vineyard on July 16, 1999 at around 9:39 PM.

What WAS going on was that Kennedy radioed the Vineyard airport control tower.

According to UPI's news bulletin titled "Hopes Fade For Missing Kennedy Plane" (UPI Focus) AQUINNAH, Mass., July 17 (UPI) - (as excerpted verbatim from the article at -- http://www.upi.com/corp/news/jfkjr3.html)

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'At 9:39 p.m. Friday, Kennedy radioed the airport and said he was 13 miles from the airport and 10 miles from the coast, according to WCVB-TV news in Boston. He reportedly said he was making his final approach.

'Moments later, radar operated by the Federal Aviation Administration showed the plane went into a dive and dropped 1,200 feet in just 12 seconds, according to ABC News.

'In his final approach message, WCVB-TV said Kennedy told controllers at the airport that he planned to drop off his wife's sister and then take off again between 11 p.m. and 11:30 p.m. for Hyannis Airport.'

<SNIP>

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Although these crucial facts regarding Kennedy's 9:39 PM radio contact were reported by WCVB-TV Boston as well as by UPI and several other local TV stations in the Martha's Vineyard area, they were removed from WCVB's reporting later in the evening on July 17, subsequently disappeared from UPI's accounts within about 24 hours and were also subsequently DENIED by airport personnel.

Indeed news of Kennedy's radio contact never even made it to some mass media outlets and if it did was quickly expunged from later reports. Questions put to WCVB-TV personnel several days afterward about their broadcast of this information were disingenuously skirted; though never outright denied. One such statement from the station was: "we don't "BELIEVE" we broadcast that information."

Well, it turns out there's a good reason WCVB personnel never outright denied having broadcast this information, because THEY DID broadcast it!

How do we know? BECAUSE WE HAVE NOW OBTAINED THE TAPES OF THAT VERY BROADCAST!

WCVB-TV BOSTON BROADCASTED REPORT OF JFK Jr. RADIO CALL FOR SEVERAL HOURS -- TAPE ARCHIVES LATER ALTERED, ALL REFERENCES TO INFORMATION DELETED

The tape of WCVB's broadcast of Saturday, July 17, starting at about 12 noon, was obtained from Corporate Media Services of Auburn, New Hampshire, which archives tapes of TV broadcasts and markets copies.

On the tape, at approximately 12:35 PM, WCVB news anchor Susan Warnick reports there is a significant new development in the case of Kennedy's missing plane.

Says Warnick: "We have been told by the Coast Guard that in fact there IS now EVIDENCE of a last communication, last night, with JFK Jr.'s plane as it was ON APPROACH to Martha's Vineyard Airport. Petty Officer Todd Burgun joins us from the Coast Guard base in Boston. He is a petty officer and public information officer.

"Thank you for being with us, sir. What can you tell us about this last communication with JFK Jr.'s plane?"

The station cuts to a live audio feed from Todd Burgun at U.S. Coast Guard headquarters in Boston. Burgun begins speaking as follows: "All I know at this time is that it was at 9:39 PM, and it was with the FAA and it was on a-(approach?) --"

And, on the archive tape of the broadcast as originally received, THAT'S IT!

INCREDIBLY, the first archive tape transcript/copy received from Corporate Media Services is CUT -- right there! Just as Petty Officer Todd Burgun begins his report on newly discovered evidence of the 9:39 PM radio call from Kennedy!

THIS tape then resumes with WCVB's broadcast from approximately 6 PM that evening.

How about that. The tape transcript of WCVB's July 16 broadcast is inexplicably cut JUST as Todd Burgun of the U.S. Coast Guard begins his report of what the announcer had most appropriately called a major, very significant new development in the case. There is a gap of over FIVE HOURS in the tape of their broadcast that day--as first received.

STATION ANCHORS LIE IN EVENING BROADCAST

Now: any guesses what the first words out of the mouth of the evening news anchor are when the tape of the broadcast resumes at 6 PM? The announcer, fidgeting, fumbling for words, looking nervous, distraught and

downright UPSET, haltingly and stutteringly makes the following, tortuous, garbled and HIGHLY unconvincing statement.

"Something that we had THOUGHT earlier (FIRST lie -- there was NO 'thought' involved at all: rather an UNEQUIVOCAL official report from the Coast Guard) MAY not be TRUE: that there WAS actually NO radio communication (SECOND lie--one moment she says "may not be true" and in the next breath says "there WASS noS communication") with JFK Jr.'s plane after it left New Jersey.

"We had HOPED ("we" had?) that there was some radio communication of course (?), most recently at Martha's Vineyard (?). ThisS thisS (uncomfortable pause) -- last night at about NINE O'CLOCK, NINE- THIRTY (being obviously aware of the TRUTH of the radio contact she inadvertently gives the location and general time of the actual contact!!), when perhaps things STARTED TO GO WRONG (?!) (giving away the truth again!).

"We had hoped we could learn from that, but it SEEMSS thatS thereS (another uncomfortable pause)-- MAY be NO EVIDENCE (MAY be?) because (and here's the zinger) there MAY be no RECORDING to listen to TO GET THESE DETAILS FROM!"

Whew! A look of immense relief crossed the announcer's face as she manages to finish her obviously distressing task of lying bold-faced to the camera; her hands and those of her co-anchor fidgeting continuously throughout her ordeal. The entire scene just REEKS of someone having just been told by higher-ups to "get out there" and LIE.

And even in the depths of this mishmash of lies and falsifications, the announcer does not--or probably CAN not--just state plainly and simply: "the Coast Guard was mistaken--there was no radio contact between Kennedy and the airport." Period.

Naturally, our source's interest was highly provoked at this clear evidence of falsification of the record and got in touch with Corporate Media Services in regard to the situation. He was given some lame excuse as to why the station had wanted their tape archive cut at that point, which of course had nothing to do with the incredibly important information reported on during the time period missing from the tape first received.

Prevailing upon the personnel at Corporate Media Services, he was able to obtain an UN-CUT tape copy of WCVB's July 17 broadcast, which had on it the portion of the broadcast cut from the first tape.

And guess what? On the UN-CUT tape of the broadcast, Officer Burgun goes on to deliver his full report, which makes note of those points reported by UPI as quoted above: that Kennedy, completely calm and obviously "in command" of himself, his craft and the overall situation, was on approach to the airport and had given his approximate position and trajectory as well as made a comment about dropping Lauren Bessette off and then continuing on to Hyannis.

This tremendously significant information is then referred to REPEATEDLY for the next several hours by WCVB; with EVERY possible indication that Kennedy's 9:39 radio contact is absolute, ROCK-SOLID, verifiable FACT! And that's what was cut from the tape archive of the station's July 17 broadcast.

EXPLOSION IN THE AIR

Most interestingly as well, ALSO reported by WCVB news anchors repeatedly during that portion of the broadcast which was cut, is the fact that a reporter for the (Martha's) Vineyard Gazette who was on Philbin Beach (southwest end of Martha's Vineyard) the evening of July 16 saw an AIRBORNE EXPLOSION in the general vicinity of the sky where Kennedy's plane was destroyed at approximately 9:40.

THIS information was also covered up and outright denied by all relevant parties and agencies in all subsequent government and media accounts of the event.

CUTTING OF BROADCAST TAPE PROVES COVER-UP -- COVER-UP PROVES CONSPIRACY, FOUL PLAY

Now, as we've noted, although the timing, content and tone of Kennedy's 9:39 PM communication with flight controller personnel in and of themselves almost COMPLETELY invalidate the possibility "pilot error"--especially--or even some chance catastrophic mechanical failure caused the plane's destruction, there is still an incredibly small chance that seconds after this communication one or the other eventuality did occur.

However, if that WERE in fact the case, then WHY has the absolutely undeniable FACT of this radio contact been COVERED UP in every official statement and news story on the incident beginning later in the day on Saturday, July 17 and continuing on until the present?

If Kennedy had an ACCIDENT, then WHY has the TRUTH been covered up?

This irrefutable proof of cover-up can only mean that the deaths of Kennedy, his reportedly pregnant wife and her sister didn't happen "by accident". This can only mean they were murdered by means of deliberate destruction/sabotage of the aircraft.

And that IS the truth, the whole truth and nothing BUT the "UN-CUT" TRUTH.

Just think about the degree and intensity of pressure which was applied to the owners/managers of WCVB-TV Boston to make them force their news crews to deliberately and knowingly LIE on camera about what the station had just previously reported for several hours straight: which was applied to Martha's Vineyard airport personnel to make them lie when questioned about Kennedy's radio contact; which was applied to WCVB's owners/managers to make them have Corporate Media Services alter/falsify the tape archive of the station's July 17 broadcast. Think about WHAT THIS MEANS about present conditions in the United States of America.

JIM KEITH -- TOO HOT ON THE TRAIL?

There is another issue tangential to this which must be noted. We have perused NewsHawk's emails from early September, several days before author/researcher Jim Keith met his seemingly suspicious demise.
Keith had just written an article about the many suspicious aspects to the deaths of JFK Jr. and the Bessettes.
Keith had in fact been "tipped off" to much of the very same information on the JFK Jr./Bessette murders which NewsHawk had previously brought to light. An intermediary was in the process of connecting us DIRECTLY to Keith regarding the matter only a few days before his death so Keith could get access to what we'd already written. Other sources say he had been digging into the case and there is an indication that he had come into possession of this same hard evidence of COVER-UP as we've just described: hard evidence which has now been widely disseminated--as explained below.

GOVERNMENT ORDERED COVER-UP

With regret we must inform the American people and the people of the world that the proof shows the U.S. government has FORCED the TRUTH of the deaths of John F. Kennedy Jr. and the Bessettes to be covered up. Multiple copies of the deliberately cut and falsified tape archive of WCVB-TV Boston's July 17 broadcast as well as the un-cut version as it ORIGINALLY AIRED have been sent a number of reliable, uncompromised investigators throughout the world for synchronized release on public access cable channels and websites, so that this IRREFUTABLE HARD EVIDENCE of a cover -up of the true facts of these deaths can and will be presented to the world.

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Furthermore, this tragedy occurred but one day from the 30th anniversary of the Chappaquidick incident involving Ted Kennedy. There have been strong indications for many years that incident was set up to neutralize Ted Kennedy as any kind of force to be reckoned with politically: due to the disgrace and so forth resulting from the Chappaquidick incident. It seems Mary Jo Kopechne's life was sacrificed by these murdering swine to keep Ted in line.

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1. The Konformist - THE EXPLOSIVE STORY: A second opinion on the Kennedy crash . . . Special Issues Beast Of The Month Robalini The Vault Klearinghouse Sunday, August 15, 1999 THE EXPLOSIVE STORY A second opinion on the Kennedy **crash** Anthony J. Hilder Victor Pribanic often goes to Martha's Vineyard to fish for those big striped bass which lay in abundance off the south end of the island . . . *13k* **2.** The Konformist - HARD EVIDENCE OF CONSPIRACY, COVER-UP IN JFK Jr. DEATH . . . or other) of the Piper Saratoga aircraft the three were flying in were very likely not "accidental" events . One of the PRIMARY indications the **plane**'s destruction and the passengers' deaths were NOT the result of some "accident" is a radio contact made by pilot JFK Jr. to the Martha's Vineyard Airport . . . *31k* **3.** The Konformist - Skolnick: PLOT TO ASSASSINATE VICE PRESIDENT GORE? . . . Program "Broadsides" Since 1963, Founder/Chairman, Citizen's Committee to Clean Up the Courts Two or more airplanes were all headed reportedly for a **crash** with Air Force Two carrying Vice President Albert Gore, Jr., as his **plane** flew over the Chicago area The incident apparently occurred July 9, 19 . . . *16k* **4.** The Konformist - Kirby Vs. James Bond: The MI6 List Kirby Vs. James Bond: The MI6 List. *29k* **5.** The Konformist - A HINT OF HOMICIDE . . . me with the following. A HINT OF HOMICIDE Anthony J. Hilder The first thing that came to mind when I heard the news about John F. Kennedy Jr.'s **plane** going down as he approached the airport on Martha's Vineyard, was "MURDER". Did the "Manhattan Money Mob" envision him a threat to their power base as . . . *18k* **6.** The Konformist - JFK DEATH A "TRAGIC WASTE" SAY ANARCHIST DISSENTERS . . . Issues Beast Of The Month Robalini The Vault Klearinghouse JFK DEATH A "TRAGIC WASTE" SAY ANARCHIST DISSENTERS "MUNIR HUSSAIN SOCIETY" FOUNDED IN **CRASH** AFTERMATH "NO COMMENT" SAYS JELLO BIAFRA NEW YORK, July 20, 1999 (CP) - An unorthodox controversy is currently raging in anarchist and radical circles . . . *10k* **7.** [montauk3.txt] Part III. *35k* **8.** The Konformist - BOTM: January 1998 . . . released a CIA-produced videotape which concluded that what the vast majority of witnesses saw and described as a "streak of light" was instead the **plane** itself before it became a fireball, rather than a missile streaking across the sky. Gee, what is the CIA doing in this domestic affairs investigation . . . *18k* **9.** The Konformist - JFK Jr. Disappearance, John Quinn . . . JFK Jr. Disappearance and Missing Radar Images 7/18/1999 John Quinn (newshawk@iname.com) Regarding the disappearance of John F. Kennedy's **plane** and all passengers: weather radar images, which have proven useful a number of times in spotting anomalous electromagnetic/radio frequency phenomena, are missing . . . *10k* **10.** The Konformist - JFK Jr. - Proof of Coverup!, John Quinn . . . DOCTORED and MANIPULATED SIGNIFICANTLY! In proof of such, I quote here from a news item typical of those from within the first 12 hours after the **plane**'s disappearance. Note that this article like many others specifically states that at 9:39 PM Kennedy RADIOED the Martha's Vineyard airport, gave not . . . *13k*

11. The Konformist - Why JFK, Jr. Isn't the Victim of a Conspiracy . . . events happen in the news, I am usually bombarded with emails from people detailing conspiracy theories hidden within the headlines. The apparent **plane crash** of John F. Kennedy, Jr. is one such event, and indeed, there are some quite persuasive coincidences that suggest something is up, as planned operations . . . *14k* **12.** The Konformist - Blinded Part IX . . . be black city. But until then, I am happier than ever. They stare at each other, smiling, as scene ends in close-up of Evelyn. INT. STRANGE **PLANE** - ? The shot opens with picture of Evelyn smiling, now in b&w. It's a photograph held by Carl, now in a b&w shot, dressed like a WWII air pilot. There . . . *34k* **13.** The Konformist - Battle of the JFK Jr. Conspiracy Theories . . . . The first to reach me, courtesy of Jim Martin of Flatland Magazine, was that the Kennedy family had suffered a curse of water. John, Jr.'s **plane** had **crashed** into water, just as Joseph Kennedy, Jr. died in a flight over water during World War II. John Kennedy's PT 109 was on the water; Ted Kennedy drove . . . *15k* **14.** [montauk1.txt] . . . passed through Preston Nichols have confirmed the following regarding TWA FLight 800. It is officially considered a rumor. On the date of the **crash**, miliary maneuvers were being conducted in the vicinity of Center Moriches. A low flying (tactical) nuclear missile, which was deactivated, was discharged . . . *30k* **15.** The Konformist - The British Spy List: MI6 v. Tomlinson The British Spy List. *28k* **16.** The Konformist - JFK Jr. May Have Faked Own Death . . . Issues Beast Of The Month Robalini The Vault Klearinghouse 10.7.99 JFK Jr. May Have Faked Own Death (c) 1999 NewsHawk Inc. Early on after the **crash** of JFK Jr.'s **plane** last July and the reported deaths of all on board, several "interesting" reports came to our attention: to the effect that certain insiders . . . *7k* **17.** The Konformist - Skolnick Bio . . . of the biggest judicial bribery scandal in US history, the collapse of the Illinois Supreme Court, 1969. --- investigation of sabotaged Watergate **plane crash** in Chicago, 1972-1973. 12 Watergate figures perished including Dorothy Hunt, wife of Watergate burglar, E. Howard Hunt. Skolnick assisted Sweden . . . *9k* **18.** The Konformist - Explanation of the Mathematical Properties of Base Objects in N Dimensions . . . (that is, a point), has 1 point in it. A one-dimensional object (that is, a line) is comprised of at least two points. A two-dimensional object (a **plane**) is made up of at least three points. A three-

dimensional object (or a solid) then. is made of four points. And so it goes, on to infinity. What comes . . . *22k* **19.** The Konformist - Daddy's Little Princess Daddy's Little Princess: JonBenet Ramsey and the Air in Colorado .... Daddy's Little Princess:. JonBenét Ramsey & The Air In Colorado. Jon-Benet Ramsey & the Air In Colorado. John and Patsy Ramsey. *71k* **20.** The Konformist - Lucifer Is Dead Lucifer Is Dead. . Lucifer Is Dead: Anton LaVey, Church of Satan Founder. *23k*

21. The Konformist - John-John Death Warnings in George . . . .com) I hear ya on the John-John issue, which is similarly felt by the people at the World Socialist Web Site (Media sensationalism and the Kennedy **crash**: http://www.wsws.org/articles/1999/jul1999/kenn-j19.shtml) However, indulge me a bit to lay out an assassination scenario. According to William S. . . . *10k*

22. The Konformist - The Voices In My Head? The Voices In My Head?. *32k*

23. The Konformist - John-John Jokes . . . ? A submarine. What's the Kennedy's flying motto? Your luggage will arrive before you do! Why was JFK, Jr. flying to the Vineyard? He wanted to **crash** his cousin's wedding. What will they name the movie about movie JFK, Jr.? Three funerals and a wedding. "Picking up the Pace" Department: Used . . . *8k*

24. ljcameron.txt . . . the Office of Special Services (O.S.S.), interrogating prisoners during World War II. His most famous patient was Rudolf Hess, who flew in a **plane** to Britain in order to make a peace deal between Germany and the Allies. Hess was captured and imprisoned and later was interviewed by several psychiatrists . . . *34k*

25. The Konformist - Littleton & Luvox Part I . . . , which included an plan in which, after killing their fellow students, the two would escape to an Island in Mexico and then return to the US to **crash** a **plane** into New York City. Wow! Now if that's not a "grandiose notion" pray tell what is? It's important to note that The Washington Post article says . . . *11k*

26. The Konformist - BOTM: July 1999 July 1999 - Wang Jun. Chinese. *24k*

27. The Konformist - "I WAS A SEX SLAVE FOR THE CIA!!!" "I WAS A SEX SLAVE FOR THE CIA!!!". Cathy O'Brien. Cathy. *16k*

28. The Konformist - Amazon Klearinghouse . Amazon.com. *83k*

29. The Konformist - THE ROCKY MOUNTAIN HORROR SHOW Part II . . . -based terrorism carried out by rather young students the past few years. There have been the same such indications regarding such incidents as the **crash** of TWA Flight 800. the death of Princess Diana, the O.J. Simpson business, the Long Island Railroad Massacre, Waco, the Oklahoma City bombing as well . . . *25k*

30. PHOENIX UNDEAD PHOENIX UNDEAD: THE MONTAUK PROJECT AND CAMP HERO TODAY. Montauk. Phoenix Undead. ON SITE A MONTAUK--SUMMER 1998. PHOENIX UNDEAD: THE MONTAUK PROJECT AND CAMP HERO TODAY, John *96k*

JFK Jr. Disappearance and Missing Radar Images

7/18/1999

John Quinn (newshawk@iname.com)

Regarding the disappearance of John F. Kennedy's plane and all passengers: weather radar images, which have proven useful a number of times in spotting anomalous electromagnetic/radio frequency phenomena, are missing from the archives for the eastern Long Island/Martha's Vineyard area during two critical hours during which JFK Jr.'s plane apparently crashed/disappeared. This is significant due to that fact that Kennedy's plane was most likely taken down intentionally by a hostile action, most likely using an exotic weapons system. We have noted that a particle beam weapons system is in place at the New World Order's secret underground base beneath Montauk Point, RIGHT NEAR where the plane was last caught on radar, going down.

John Quinn/NewsHawk Inc.

JFK Jr. Disappearance: More Inconsistencies and Loose Ends

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News reports have mentioned that some people saw and heard an explosion in the air over the ocean south of Martha's Vineyard towards eastern Long Island, during the period of time John F. Kennedy's plane apparently "went missing".

An earlier report from about 3 PM on Saturday by Shephard Smith of FOX-TV named one of these witnesses--in fact a guest at the scheduled wedding JFK. Jr. was due to attend AND a friend of Smith's producer at Fox.

In later reports Smith no longer named this witness and referred to such accounts as "unconfirmed", which is how the rest of the media is referring to them. Don't expect these reports of an explosion over the ocean to ever be confirmed either, by the Clinton/NWO bunch. No doubt JFK Jr. was taken out.

It certainly doesn't sound as though Kennedy's plane had any standard mechanical problems--as such usually don't result in the plane igniting into a fireball visible and audible miles away!

We've received word that Kennedy had been in fact nosing around several lingering conspiracies; having just published an article in *George* about the Rabin assassination in Israel and about to put together an article on the attempted assassination of George Wallace in the U.S., and the socio-political forces behind the Wallace hit.

There is also an angle here of power struggles between varying families, bloodlines and factions thereof. Of course JFK Jr.'s bloodline is well-known. Indications are the Kennedys are in fact related to the Camerons--a family which has shown up repeatedly in secret society/ brotherhood circles tied to world power elements.

What is of interest here is the parents of JFK Jr.'s wife. Virtually nothing is known publicly of her father; she had been raised only by her mother. This issue could be a significant factor, especially in light of the obsession the Masons/NWO/Monarchists/Clintonistas have with bloodlines and such. There has also been some speculation Carolyn was pregnant. Shades of Princess Diana--another murdered victim of this bunch of cutthroats!

Furthermore, this tragedy occurred but one day from the 30th anniversary of the Chappaquidick incident involving Ted Kennedy. There have been strong indications for many years that incident was set up to neutralize Ted Kennedy as any kind of force to be reckoned with politically; due to the disgrace and so forth resulting from the Chappaquidick incident. It seems Mary Jo Kopechne's life was sacrificed by these murdering swine to keep Ted in line.

This aspect regarding the Chappaquidick incident should not be overlooked in regard to the latest Kennedy tragedy, knowing the proclivity of the New World Order satanists for enacting evens laden with symbolism, hidden meanings, subliminal messages, and bizarre, cultish ritualism.

Messages within messages.

Add to this package the missing weather radar tapes from late Friday night and early Saturday morning for this region and you have the overwhelming stench of a political assassination rising from the waters.